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MEMPHIS, TENNESSEE.

PIKE & Johnson,

COUNSELLORS,
SOLICITORS AND ADVOCATES
WASHINGTON, D. C.

TRANSPORTATION.

Quick Time East

Leahville Route Always Ahead

SPRING SCHEDULE,

Commencing February 15, 1893

Double Daily Through Trains

Will run as follows on the

Memphis and Louisville R. R. Line

Leave Memphis (time) 5:00 a.m. 5:45 p.m.

Arrive at Louisville 10:00 a.m. 10:00 p.m.

Leave Louisville (time) 6:00 a.m. 6:45 p.m.

Arrive at Memphis 11:00 a.m. 11:00 p.m.

Through Tickets at Reduced Rates.

Can be procured at the Company's Office, 275 1/2

Main Street, and at Depot, East of Main Street.

Baggage Checked at Depot or by the Agents

at the Station for Memphis, Louisville, Nashville

and other points on the line. For full particulars

apply to the Ticket Office, 275 1/2 Main Street.

W. H. B. JONES, Superintendent.

WELL BOWEN, Jr., Passenger Agent.

Memphis and Little Rock Railroad

Leave Memphis (time) 5:00 a.m. 5:45 p.m.

Arrive at Little Rock 10:00 a.m. 10:00 p.m.

Leave Little Rock (time) 6:00 a.m. 6:45 p.m.

Arrive at Memphis 11:00 a.m. 11:00 p.m.

Through Tickets at Reduced Rates.

Can be procured at the Company's Office, 275 1/2

Main Street, and at Depot, East of Main Street.

Baggage Checked at Depot or by the Agents

at the Station for Memphis, Little Rock, Nashville

and other points on the line. For full particulars

apply to the Ticket Office, 275 1/2 Main Street.

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HIDES ETC.

ASHBROOK & WHITE

(Successors to Geo. Philley & Co.)

DEALERS IN

FURS, DEER SKINS

—AND—

HIDES,

ADAMS STREET,

Between Front Row and Water Sts.

North Side

CASH PAID FOR

HIDES FURS & DEER SKINS

call

QUEENSWARE, ETC.

CHARLES N. ERICH,

Importer and Wholesale Dealer in

CHINA, GLASS

—AND—

QUEENSWARE,

No. 313 Main St., Memphis.

ST. LOUIS.

HAYDEN, WILSON & ALLEN,

Manufacturers and Dealers in

SADDLERY HARDWARE,

CARRIAGE TRIMMINGS,

BENT TOCK, LEATHER, Etc.

No. 512 North Main St.,

ST. LOUIS, MISSOURI

St. Louis

NOTICE.

My patrons and all who wish to have their

clothing made or repaired or cleaned or

pressed or dyed or cleaned or pressed or

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RAILROAD MATTER.

Our friend Signaler, of the Grenada

Standard, is after Col. Wick, President of

the Memphis and Nashville Railroad,

with a sharp stick. What is the matter?

The Chesapeake and Ohio Railroad,

extending from Norfolk, Va., to Kentucky,

is being rapidly pushed forward.

The Elizabethtown, Lexington and

Big Sandy Railroad was organized a day

or two ago, with Gen. Brockbridge as

its President, and it will be urged for-

ward to completion with all the ability

possessed by that great man.

Col. Sam. R. Thomas, President of

the Chesapeake and Ohio Railroad, says

that the track is completed and the cars

running from that town to within ten

miles and a half of Middleville. The

travel and business is increasing, and

the receipts are considerably larger than

the expenses.

The following are the gross earnings

of the Louisville and Nashville Rail-

road, and the same are given by the

company for the month of January last:

January 1892, estimated, \$200,000; 1893,

January 1893, \$147,522.04.

Subscriptions to the stock of the

Gallatin and Murfreesboro Railroad are

coming in rapidly. The survey of the

route from Murfreesboro to Nashville has

been completed, and the work of con-

struction is well advanced. The

company has already received \$100,000

of the subscription money, and the

work of construction is well advanced.

The resolution introduced into the

House by Mr. Brown, on Friday, intro-

ducing the Government to turn over the

rights and interests in the Memphis and

Nashville Railroad to the Government,

has been passed by the House, and the

Senate is expected to pass it soon.

The recent developments of the won-

derful facilities in the Tennessee Valley

for the manufacture of iron, made by

General W. H. Brown, of Knoxville, Tenn.,

have been the subject of much interest

and demand for increased facilities for

transportation. They are now making

from raw coal a rail, something like

hitherto unimagined in the South, and

may lay it down anywhere along the

river at prices far below Pittsburgh

competition. The new road, which was

opened this coming summer, and in a

few years many more will be started.

The Memphis Mercury says of the

Alabama and Chattanooga Railroad:

"Ground has been broken at this end of

the road. The bridges across the Big

Warrior river have been built by

Grant & Co., of Georgia, old railroad

contractors. These bridges by made in

time, there is a reasonable expectation

that the road will be completed by

the end of the year. The road will

run from Memphis to Nashville, and

will open up a glorious future for

Memphis, and will watch its progress

with interest."

The Bowling Green Democrat says

the convention held at Bowling Green

Friday in the interest of the "Bowling

Green, Hartford and Ohio River Railroad,"

was eminently successful in every par-

ticular. The fact that Davis county was

not represented seemed to cast a shadow

over the hopes of some friends of the

enterprise, but after the delegates as-

sembled and exhibited such interest and

determination to succeed, all such

misgivings were at once dispelled, and

present left the house in the full con-

viction that the road would be built

and that it would be a great benefit

to the State.

The San Francisco Evening Bulletin of

SOUTH CAROLINA NOBLEMAN

The Earl of Dunraven-His Ups and

Downs in Life—Romance and Reality—

California Saloons and a Barroom.

A Washington correspondent of the

San Francisco Times, in writing up the

notabilities of California who are now in

the national capital, gives the following

bit of romance about one of the best

known among them:

"Among the Californians here, James

M. Quinn, well known to San Francis-

cans is probably the most celebrated, be-

cause there is a bit of romance attached

to his history. It is briefly this: After

an absence of twenty years in Mexico

and California, he returned to Charle-

ston, his native place, and there found

his father and mother deceased; but an

old and faithful negro woman, his nurse

when a child, had been entrusted by his

mother, before her death, with the custody

of a box, to be delivered to her son

James, should he ever return. Upon his

arrival in Charleston, about two years

since, the old negro, learning of him,

sought him out and delivered the box

which she had so long faithfully pre-

served, and, upon examination of the

contents, it was found to contain a

document and correspondence estab-

lishing clearly his legal right to a large

estate in Ireland, and to the title of Earl

of Dunraven. He immediately placed

his papers in the hands of Hughes, Den-

ver & Peck, a law firm of this city, and

Mr. Hughes and Mr. Quinn will leave

for Ireland soon to take possession of the

latter's estate. Who among his old

friends in San Francisco would have

guessed that Jim Quinn, that used to be,

was, the Earl of Dunraven? Of this

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THE BURNSVILLE TRAGEDY.

How the Plot to Rob the Train

Was Made and Discovered.

Further Details of the Affair.

We have already given our readers the